

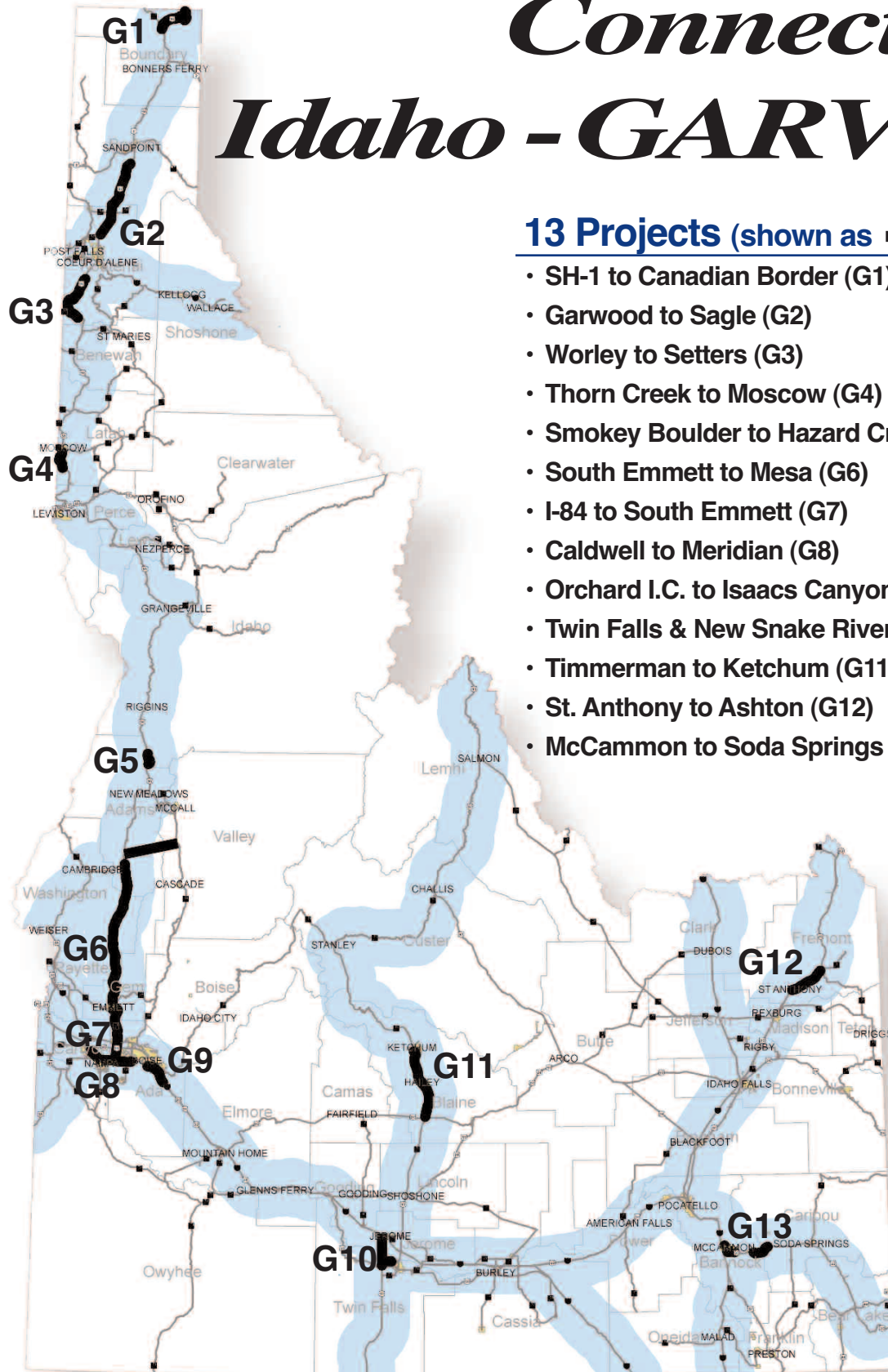
# **ATTACHMENT A**

## **CONNECTING IDAHO- GARVEE PROGRAM**

# Connecting Idaho - GARVEE

## 13 Projects (shown as ———)

- SH-1 to Canadian Border (G1)
- Garwood to Sagle (G2)
- Worley to Setters (G3)
- Thorn Creek to Moscow (G4)
- Smokey Boulder to Hazard Creek (G5)
- South Emmett to Mesa (G6)
- I-84 to South Emmett (G7)
- Caldwell to Meridian (G8)
- Orchard I.C. to Isaacs Canyon I.C. (G9)
- Twin Falls & New Snake River Crossing (G10)
- Timmerman to Ketchum (G11)
- St. Anthony to Ashton (G12)
- McCammon to Soda Springs (G13)



## CONNECTING IDAHO- GARVEE PROGRAM

A GARVEE, or Grant Anticipation Revenue Vehicle, bond is a transportation financing instrument approved for use in Idaho by the 2005 Legislature. The program adopted by the Idaho Legislature allows the Idaho Transportation Board to bond for **13 specific projects** using up to 20 percent of its federal apportionments for debt service annually through FY2010, rising to 30 percent in FY2011. Under this program, federal highway revenue is pledged for repayment of the bonds, and as such, GARVEE bonds are revenue bonds and do not pledge the full faith and credit of the State of Idaho. As required by the legislation authorizing use of GARVEE, a request for bonding authority must be included as a separate item in ITD's annual budget requests and are subject to legislative approval. The requests for bonding authority shall include a list of planned highway transportation projects to be financed with such bond financing during the next succeeding fiscal year.

The **13 specific projects**, as identified in Idaho legislation, (please refer to G1 – G13) have been outlined below as well as referenced on the associated maps. Generalized project descriptions have been defined for each of the corridors and their importance to Connecting Idaho described. Following each narrative is a further breakout of the proposed "Idaho contractor-sized" projects identified for each GARVEE project, their schedule and estimated construction costs as developed by ITD using current available ITD staffing for delivery. "PREL" means Preliminary Development. Projects shown below in PREL are in the Draft FY 2006 STIP and have no specified construction date.

US-95				
<b>G1</b>	<b><u>SH-1 to Canadian Border</u></b> (approximately 15 miles) – The project would complete a four-lane roadway from Junction SH-1 near Copeland to the U.S. Customs facility at Eastport. The project would avoid environmental impacts to an extensive wetland within the corridor. This project would complete a 16-mile, four-lane route.			
	<b>Key # 7174</b>	<b>MP527 TO MP536, S OF IDA/CAN BORDER</b>	<b>PREL</b>	<b>\$37,300</b>
<b>G2</b>	<b><u>Garwood to Sagle</u></b> (approximately 29 miles) – This project would create four-lane, divided highway between Coeur d'Alene and Sandpoint with full access control requiring interchanges at appropriate locations. The final product would be similar to U.S. 20 between Idaho Falls and St. Anthony. Environmental impacts would be avoided or mitigated, and may include special accommodations for animal crossings. This project would provide a 52-mile multi-lane, high performance highway from I-90 in Coeur d'Alene to Colburn.			
	<b>Key # H133</b>	<b>GARWOOD TO SAGLE STAGE 1</b>	<b>FY 2008</b>	<b>\$65,000</b>
	<b>Key # H144</b>	<b>GARWOOD TO SAGLE STAGE 2</b>	<b>FY 2008</b>	<b>\$24,000</b>
	<b>Key # H134</b>	<b>GARWOOD TO SAGLE STAGE 3</b>	<b>FY 2009</b>	<b>\$27,000</b>
	<b>Key # H145</b>	<b>GARWOOD TO SAGLE STAGE 4</b>	<b>FY 2009</b>	<b>\$50,000</b>
	<b>Key # G001</b>	<b>AG FOR KN H135 GARWOOD TO SAGLE</b>	<b>FY 2009</b>	<b>\$20,000</b>
	<b>Key # G135</b>	<b>GARWOOD TO SAGLE STAGE 5</b>	<b>PREL</b>	<b>\$50,000</b>
	<b>Key # H146</b>	<b>GARWOOD TO SAGLE STAGE 6</b>	<b>PREL</b>	<b>\$80,000</b>

US-95				
<b>G3</b>	<u>Worley to Setters</u> (approximately 6 miles) – This would extend the recently completed Bellgrove-to-Mica project. It would be a four-lane, divided highway except in those areas where topography or environmental concerns require the lanes to run adjacent. Median barriers would be provided where necessary, and major bridges built to avoid impact to Lake Creek. U.S. 95 through Worley would also be improved. This project would complete a 21-mile effort that began in 1998 and complete a 28-mile, four-lane route from Worley to Coeur d'Alene.			
	Key # 7747	WORLEY N, KOOTENAI CO	2007	\$45,571
<b>G4</b>	<u>Thorn Creek to Moscow</u> (approximately 7 miles) – This four-lane, divided highway would complete U.S. 95 between Moscow and top of the Lewiston Hill. The alignment will be selected after completion of an environmental impact statement that is currently underway. The project would provide 48 miles of four-lane road from Spaulding Bridge east of Lewiston to Moscow.			
	Key # 9173	THORN CREEK RD TO MOSCOW, PH 2	2009	\$30,000
<b>G5</b>	<u>Smokey Boulder to Hazard Creek, N of New Meadows</u> (approximately 5 miles) – This project along the Little Salmon River would provide a straighter, safer, high-speed highway with lane passing opportunities.			
	Key # 7824	SMOKEY BOULDER TO HAZARD CREEK	PREL	\$49,668

SH-16				
<b>G6</b>	<u>South Emmett to Mesa</u> (approximately 80 miles) – This would be a four-lane, divided highway from the bottom of Freezeout Hill to an intersection with U.S. 95 near Mesa at the north end of Indian Valley. This project would construct bridges over major drainages and add a connection to SH-55.			
	Key # K310	MESA TO DONNELLY STUDY	PREL	\$4,000
<b>G7</b>	<u>I-84 to South Emmett</u> (approximately 25 miles) – This project would connect I-84 between Nampa and Meridian with SH-16 and proceed to the bottom of Freezeout Hill. It is expected to be controlled access, four-lane, divided highway between I-84 and SH-44. Interchanges would be placed at locations defined through the public-involvement process. It would be a four-lane divided highway from SH-44 to Emmett, including a connection to SH-16.			
	Key # K309	I-84 TO EMMETT STUDY	2007	\$4,375
	Key # K308	EMMETT TO MESA STUDY	2008	\$2,500

INTERSTATE 84				
<b>G8</b>	<u>Caldwell to Meridian</u> (approximately 15 miles) – This project would upgrade the existing interstate and interchanges to accommodate rapid growth in the Treasure Valley. It would add lanes from the Meridian Interchange to the Franklin Interchange in Caldwell, and provide new interchanges where needed, including several possible connections to SH-16. This would enhance both the safety and mobility of the route. Existing county road bridges would also be replaced to meet current needs.			
	Key # K304	SH-44 IC	PREL	\$14,425
	Key # K305	US-20/26 IC	PREL	\$20,175
	Key # K306	SH-16 JCT US-20/26 TO JCT SH-44	PREL	\$22,574
	Key # H391	TEN MILE IC	PREL	\$56,450

**INTERSTATE 84**

<b>G9</b>	<u>Orchard to Isaac's Canyon</u> (approximately 9 miles) – This would upgrade the existing interchanges to accommodate rapid growth in Boise. The upgrades would begin at the Cole/Overland Interchange and end near the Isaac's Canyon Interchange. Additional lanes, would be added and the designation of transit lanes investigated to improve safety, mobility, and air quality.			
	Key # H390	GOWEN TO ISAAC REBUILD	2007	\$9,400
	Key # H392	COLE TO BROADWAY N SOUNDWALLS	2009	\$5,820
	Key # K342	EAGLE IC RAMPS	2009	\$5,000
	Key # H399	VISTA TO BROADWAY WIDENING	PREL	\$33,441
	Key # H397	BROADWAY IC	PREL	\$26,530
	Key # H396	ORCHARD TO VISTA WIDENING	PREL	\$44,330
	Key # H395	COLE TO ORCHARD WIDENING	PREL	\$29,763
	Key # H398	GOWEN IC	PREL	\$22,620
	Key # H393	ORCHARD IC	PREL	\$25,725
	Key # K307	BROADWAY TO GOWEN EB WIDENING	PREL	\$24,647
	Key # K301	BROADWAY TO GOWEN WB WIDENING	PREL	\$24,647
	Key # H394	VISTA IC	PREL	\$25,150

**US-93**

<b>G10</b>	<u>Twin Falls Alternate Route and New Snake River Crossing</u> (approximately 14 miles) – These projects would complete the work to remove U.S. 93 off Blue Lakes Boulevard in Twin Falls to better accommodate commercial traffic traveling between Nevada and I-84. The Twin Falls Alternate route would upgrade the road to four lanes and add a bridge, which will allow the wetlands and riparian habitat of the Rock Creek Canyon to be reestablished. The new Snake River crossing would connect the alternate route with I-84 somewhere between Wendell and Jerome.			
	Key # 5404	TWIN FALLS ALTERNATE ROUTE, STAGE 2	2009	\$23,000
	Key # H440	SNAKE RIVER BRIDGE	PREL	\$20,000

**SH-75**

<b>G11</b>	<u>Timmerman to Ketchum</u> (approximately 26 miles) – This would provide a multi-lane highway with transit capability within the Wood River Valley. There is currently an Environmental Impact Statement being prepared to identify the roadway's location and the number of lanes.			
	Key # H435	BUTTERCUP TO ALTURAS	2008	\$8,000
	Key # H436	MCKERCHER TO BUTTERCUP	2010	\$15,000
	Key # H437	TIMMER WAY TO ELKHORN	PREL	\$33,000
	Key # H438	ELKHORN TO RIVERS ST	PREL	\$4,500
	Key # H439	US-20 TO GANNETT RD	PREL	\$40,500
	Key # 7836	BELLEVUE TO HAILEY	PREL	\$14,150

**US-20**

<b>G12</b>	<u>St. Anthony to Ashton</u> (approximately 13 miles) – This section of U.S. 20 would be upgraded to a four-lane, divided highway with bridges for county roads where appropriate. The project would complete the 57-mile, four-lane route from Idaho Falls to Ashton.			
	Key # H612	CHESTER TO ASHTON	PREL	\$56,000

## US-30

G13

McCammon to Soda Springs (approximately 13 miles) – This series of projects would complete a 33-mile, four-lane roadway from I-15 at McCammon to Soda Springs. The first segment runs from the interstate to the railroad crossing and Portneuf River west of Lava Hot Springs. The second segment would go from west of Lava Hot Springs to the bottom of Fish Creek grade, and would realign the road around Lava Hot Springs. It would include a major bridge over a wetland between McCammon and Lava Hot Springs, and reestablish the original channel of the Portneuf River as it existed nearly 60 years ago.

<b>Key # 7749</b>	<b>TOPAZ TO LAVA HOT SPRINGS</b>	<b>2007</b>	<b>\$18,082</b>
<b>Key # H545</b>	<b>TOPAZ BRIDGES N&amp;S</b>	<b>2008</b>	<b>\$19,000</b>
<b>Key # H548</b>	<b>LAVA TO FISH CR STG 1</b>	<b>2008</b>	<b>\$56,000</b>
<b>Key # H546</b>	<b>PORTNEUF CROSSINGS</b>	<b>2009</b>	<b>\$17,000</b>
<b>Key # H549</b>	<b>BLAZER HWY CROSSING</b>	<b>2009</b>	<b>\$13,500</b>
<b>Key # H547</b>	<b>McCAMMON TO TOPAZ PH 1</b>	<b>2010</b>	<b>\$33,000</b>
<b>Key # H539</b>	<b>McCAMMON TO TOPAZ PH 2</b>	<b>PREL</b>	<b>\$13,000</b>
<b>Key # H551</b>	<b>LAVA E IC &amp; RRX</b>	<b>PREL</b>	<b>\$13,000</b>
<b>Key # H540</b>	<b>LAVA TO FISH CR</b>	<b>PREL</b>	<b>\$10,500</b>